

# EXECUTIVE SUMMARY

## Introduction

This Draft Environmental Impact Report (EIR) has been prepared by the City of Calexico (City) to address the potential significant environmental effects associated with the proposed 111 Calexico Place project, which is the development of commercial highway uses and a casino resort complex/hotel. An EIR must contain a brief summary of the proposed project and its consequences in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (CEQA Guidelines). CEQA Guidelines section 15123 requires that the summary identify each significant effect, the recommended mitigation measures and the alternatives that would reduce or avoid the project's significant effects on the environment. The summary also is required to identify "areas of controversy," including issues raised by public agencies and the public, and "issues to be resolved," including the choice among alternatives and whether or how to mitigate the significant effects of the proposed project. This Introduction and Executive Summary is intended to provide a clear and simple description of the proposed project and its potential environmental effects pursuant to CEQA and the CEQA Guidelines.

## Project Description

For purposes of CEQA, a complete project description must contain the following information: (a) the location and boundaries of the proposed project, shown on a detailed map, along with a regional map of the project's location; (b) a statement of the objectives sought by the proposed project, which should include the underlying purpose of the project; (c) a general description of the project's technical, economic, and environmental characteristics; and (d) a statement briefly describing the intended uses of the EIR (CEQA Guidelines section 15124). An adequate project description need not be exhaustive, but should supply the information necessary for the evaluation and review of the project's significant effects on the environment. This section describes the proposed project, as well as its location and characteristics, and it includes statements describing the project's objectives and the intended uses of this EIR.

The project proposes to develop a 459,621 square foot casino facility complex, including a 93,880 square foot casino, 400 hotel rooms, 389,000 square feet of retail space, 131,500 square feet of restaurant space, 395,000 square feet of office space, 340,000 square feet of office tech space, and a 20,800 square foot police/fire station in five phases over a period of eleven years.

The proposed project requires the following discretionary actions by the Calexico Planning Commission and City Council, approval of a Specific Plan, General Plan Amendment, Rezone, Tentative Tract Map, Development Review Approval, and Development Agreement between the City of Calexico and the applicant (Hallwood Calexico Investments, LLC) for the development of an approximately 232-acre project site in the City of Calexico. The Calexico City Council will also be asked to certify an EIR for this project.

The project site has been designated in the City of Calexico's General Plan as Industrial (I), Medium Density Residential (MDR), High Density Residential (HDR), and Commercial highway (CH). The project site is

currently zoned Planned Development (PD). The applicant proposes to develop this site with Commercial Highway land uses, including a casino resort complex and hotel, which will require changing the designation to Commercial highway Specific Plan and the zoning to Specific Plan Overlay Zone. The Commercial Highway Specific Plan will be formulated to support land uses conducive to the commercial highway opportunities which may include hotel/conference facilities, restaurants – full service, fast food restaurants, specialty food, specialty retail, "big box" retail, personal services, auto service station/mini mart, car wash, executive suites, professional services, business support services, and recreation/entertainment. Buildout of the proposed project will span over 11 years.

## Project Location

The proposed project is located at the southwest corner of the intersection of Jasper Road and State Highway (SH-111). The irregular-shaped site is bordered on the north by Jasper Road, on the east by SH-111, and to the south and west by the Dogwood Canal (unlined channel) and Central Main Canal (unlined channel). The project site is located within the City of Calexico. The project site is 232 acres and is currently vacant with level topography.

## Environmental Impacts

This EIR has been prepared to assess the potentially significant effects on the environment that could result from implementation of the proposed project and the mitigation measures, which could be implemented to reduce the impact to less than significant. The EIR must also identify any impacts, which cannot be mitigated. Pursuant to CEQA, a summary of the proposed project's potential impacts and recommended mitigation measures is provided in Table ES-1 immediately following this Executive Summary. The table also identifies the level of significance of each impact after implementation of the recommended mitigation measures.

### **A. Mitigable Significant Impacts**

Based on the data and conclusions of this EIR, implementation of the proposed project will result in potentially significant impacts, which can be reduced to a less than significant impact with the implementation of proposed mitigation measures. A detailed discussion of the potential significant impacts is presented in Section 4, Environmental Analysis, of this EIR. Significant, but mitigable, impacts have been identified for the following environmental issue areas:

- Land Use
- Transportation/Circulation
- Air Quality
- Noise
- Biological Resources
- Cultural Resources
- Hydrology and Water Quality
- Hazardous Materials/Public Safety
- Public Services

- Utilities and Service Systems
- Geology/Soils
- Cumulative Impacts

## **B. Unmitigable Significant Impacts**

Based on the data and conclusions of this EIR, implementation of the proposed project will result in potentially significant impacts, which cannot immediately be reduced to a less than significant impact, related to transportation/circulation (cumulative impact) and air quality (direct and cumulative impacts).

# **Alternatives To The Proposed Project**

CEQA requires analysis of reasonable alternatives to the proposed project, which could potentially mitigate or avoid the significant environmental impacts of the proposed project while meeting the basic objectives of the project. The following alternatives are analyzed in Chapter 8.0 Alternatives of this EIR:

## **1. No Project Alternative**

The No Project Alternative assumes that the site would be developed and operated pursuant to the existing General Plan land use designations and existing zoning designations. The project site is in the jurisdiction of the City of Calexico and has been designated in the General Plan as Industrial (I), Medium Density Residential (MDR), High Density Residential (HDR), and Commercial Highway (CH). The site is zoned Industrial Rail Served (IR) and Industrial (IND).

This alternative is considered environmentally similar to the proposed project, as it would result in similar impacts related to air quality, noise, biological resources, hydrology and water quality, hazardous materials/public safety, utilities and service systems, and geology/soils. Implementation of this alternative is anticipated to result in less traffic impacts and related to air quality; implementation of this alternative would result in less ADT's and an associated reduction in carbon monoxide.

In addition, the No Project Alternative assumes that no development would occur on the project site and the site would remain fallow and vacant, which no impacts were identified.

## **2. Reduced Casino Alternative**

The Reduced Casino Alternative proposes to construct a 75,000 square foot gaming area with associated retail, restaurants, and hotel, with additional non-gaming phases of the proposed project and densities to remain the same as detailed under the proposed project. The casino space includes a 75,000 square foot gaming facility and internal casino related assembly space, retail and restaurant services, as well as a 200-room hotel. In terms of the casino, this alternative represents a reducing of 18,800 square feet. Under the proposed project, the casino is proposed to be 93,880 square feet in size.

This alternative is considered environmentally similar to the proposed project, as it would result in similar impacts related to air quality, noise, biological resources, hydrology and water quality, hazardous materials/public safety, utilities and service systems, and geology/soils.

With regards to traffic, development of this alternative during the initial phase (existing plus casino and existing plus casino plus phase 1) and cumulative phase (year 2015 plus casino and year 2015 plus total project) will generate less traffic than the proposed project. This alternative eliminates the direct impact the Jasper/SR-111 intersection, which is improved over the proposed project condition. All project scenarios generate significant traffic impacts; however this alternative provides a reduced level of significance as compared to the proposed project. Implementation of this alternative would result in less ADT's and an associated reduction in carbon monoxide.

### **3. Industrial Development Alternative**

The Industrial Development Alternative proposes to construct a 615,000 square feet industrial park to replace the 615,000 square feet of office and office technology uses of Phases 3 and 4 of the proposed project.

This alternative is considered environmentally similar to the proposed project, as it would result in similar impacts related to air quality, noise, biological resources, hydrology and water quality, hazardous materials/public safety, utilities and service systems, and geology/soils.

With regards to traffic, development of this alternative would occur during the final phases of the project and would not change the findings and conclusions of the proposed project for the existing plus casino, existing plus casino + phase 1, and year 2105 plus casino scenarios analyzed for the proposed project. As such, this alternative only impacts the year 2015 plus total project and year 2035 scenarios. This alternative demonstrates reduced traffic intensity and improved delay at most study area locations. Implementation of this alternative would result in less ADT's and an associated reduction in carbon monoxide.

## **Potential Areas of Controversy**

To determine the number, scope and extent of the environmental topics to be addressed in this EIR, the City prepared a Notice of Preparation (NOP) and circulated the NOP to interested public agencies, organizations, community groups and individuals in order to receive input on the proposed project. The City held a public scoping meeting on April 16, 2007, to obtain public input on the proposed project and the scope and content of this EIR. Interested parties attended the public information meeting and provided input.

Copies of the NOP, dated March 19, 2007, and the notice of the public scoping meeting are located in Appendix A of this EIR. Copies of all written comments submitted in response to the NOP and all comments provided during the public scoping meeting are also located in Appendix A.

Comments received in response to the NOP and public scoping meeting included statements and concerns regarding the following issues (the EIR section that addresses the issue raised is provided in parentheses):

- a) cultural resources issues (Section 4.7);
- b) cumulative impacts (Section 5.0);

- c) biological resources issues (Section 4.6);
- d) transportation/circulation issues (Section 4.3);
- e) public services issues (Section 4.10);
- f) air quality issues (Section 4.4);
- g) geology/soils issues with regards to seismicity (Section 4.12);
- h) growth inducing (Section 6.1);
- i) utilities/service system issues (Section 4.11);
- j) water quality issues (Section 4.8); and,
- k) economic impacts of the proposed casino (Section 6.0 and will addressed in further detail in the EIS that will be prepared for the proposed Casino).

## Mitigation, Monitoring And Reporting Program

A Mitigation, Monitoring and Reporting Program (MMRP) will be prepared in accordance with Section 21081.6 of CEQA as part of the Final EIR. The MMRP will be adopted by the City if the proposed project is approved. The MMRP will ensure compliance with the mitigation measures adopted by the City.

## Incorporation of Studies, Comments, Responses and Other Documents

This EIR contains references to studies, reports and other documents, which were used as a basis for, or a source of, information summarized in the body of this EIR. These documents are incorporated by reference in this EIR in accordance with Section 15150 of the CEQA Guidelines. Where a study, report or document is cited or referred to in the body of this EIR, the reader should consult the References section of this document for a full citation.

During the public circulation and consideration of this EIR, copies of the Reference documents will be available for public review upon reasonable request and during normal business hours (8:00 AM to 5:00 PM) at the City of Calexico, City Hall, 608 Heber Avenue, Calexico, CA 92231. Written comments received by the City to this Draft EIR during the public review period, and the responses to those comments, will become an integral part of the Final EIR.

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
<b>Section 4.1 – Land Use</b>		
The project has a potential to be inconsistent with the General Plan policies for water conservation.	<p><b>MM LU1:</b> As a condition of approval, the project applicant as part of the design of the project shall include water conservation measures such as the following:</p> <ul style="list-style-type: none"> <li>• Install water-conserving fixtures and appliances;</li> <li>• Use primarily drought-tolerant and/or native plants for landscaping;</li> <li>• Use automatic irrigation systems; and,</li> <li>• Drip irrigation shall be used where feasible.</li> </ul>	Less Than Significant
The project has a potential to be inconsistent with the General Plan policies for solid waste.	<p><b>MM LU2:</b> As a condition of approval, the project applicant shall participate in and be consistent with the existing City-wide recycling program, through Allied Waste. The program has been set up to achieve 50 percent solid waste diversion goal as set forth by the California Integrated Waste Management Board.</p>	Less Than Significant
<b>Section 4.2 – Aesthetics</b>		
No mitigation measures are proposed as no significant short-term or long-term aesthetic/visual quality impact has been identified.		
<b>Section 4.3 – Transportation/Circulation</b>		
<b>Existing Plus Casino Phase –</b>		
<u>Roadway Segments:</u>	There are no significant impacts to roadway segments; therefore, no mitigation measures are required.	
<u>Intersections:</u>	<b>MM T1:</b> Prior to the opening for business of any portion of the Casino Phase of the proposed project, the project applicant shall complete construction of an additional eastbound left turn lane.	Less Than Significant
<u>Caltrans Intersection Lane Vehicle Analysis:</u>	There are no significant impacts to intersections; therefore, no mitigation measures are required.	
<b>Existing Plus Casino and Phase 1 –</b>		
<u>Roadway Segments:</u>	<b>MM T2:</b> Prior to the opening for business of any portion of Phase 1 of the proposed project (assuming Casino Plaza buildout is complete), the project applicant shall complete construction of a four lane major roadway and all related roadway and infrastructure improvements in accordance with the specifications of the County of Imperial.	Less Than Significant

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Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
Dogwood Road: McCabe to Heber Road	<b>MM T3:</b> Prior to the opening for business of any portion of Phase 1 of the proposed project (assuming Casino Plaza buildout is complete), the project applicant shall complete construction of a four lane major roadway and all related roadway and infrastructure improvements in accordance with the specifications of the County of Imperial.	Less Than Significant
Dogwood Road: Heber to Jasper Road	<b>MM T4:</b> Prior to the opening for business of any portion of Phase 1 of the proposed project (assuming Casino Plaza buildout is complete), the project applicant shall complete construction of a four lane major roadway and all related roadway and infrastructure improvements in accordance with the specifications of the County of Imperial.	Less Than Significant
a. Jasper Road: Sunset Boulevard to SR-111	<b>MM T5:</b> a. Prior to the opening for business of any portion of Phase 1 of the proposed project (assuming Casino Plaza buildout is complete), the project applicant shall complete construction of a four lane major roadway and all related roadway and infrastructure improvements in accordance with the specifications of the City of Calexico.	Less Than Significant
b. Jasper Road: SR-111 to Bowker Road and one-half mile east of Bowker Road	b. Payment of fairshare contributions as identified in Table 5-17 in segments.	
<u>Intersections:</u> Dogwood/McCabe (North/South)	<b>MM T6:</b> Prior to the opening for business of any portion of Phase 1, the project applicant shall realign McCabe Road at Dogwood Road and install an additional traffic signal.	Less Than Significant
Dogwood Road/Willoughby	<b>MM T7:</b> Prior to the opening for business of any portion of Phase 1, the project applicant shall complete installation of an additional traffic signal, realign onto the Jasper Road realignment, and add a southbound left turn lane.	Less Than Significant
Jasper Road/Scaroni Road	<b>MM T8:</b> Prior to the opening for business of any portion of Phase 1, the project applicant shall complete installation of an additional traffic signal and westbound left/northbound right lane. This intersection shall be realigned with development of the proposed project.	Less Than Significant
Jasper Road/SR-111	<b>MM T9:</b> Prior to the opening for business of any portion of Phase 1, the project applicant shall complete installation of additional traffic lanes, including east/west through lanes, left turn lanes, a northbound left turn lane, and southbound right turn lane.	Less Than Significant

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Dogwood Road/Cole Road	<b>MM T10:</b> Prior to the opening of any portion of Phase 1, the project applicant shall complete installation of an additional traffic signal.	Less Than Significant
<u>Caltrans Intersection Lane Vehicle Analysis:</u> SR-111 and Cole Road	<b>MM T8-T9 above.</b>	Less Than Significant
Although no impact to the policies for alternative transportation were identified, the project is still required promotes alternative transportation, in order to reduce traffic and air quality impacts associated with the proposed project.	<b>MM T11: Transportation Demand Management</b> In addition to the measures described above, 90 days prior to occupancy of any phased development of the project, the Applicant shall prepare and submit a Transportation Demand Management Plan for review and approval by the City of Calexico. The plan, at the minimum shall include and describe the following: how transit services will be provided to the project site; plans for private shuttle/bus service to and from the casino; measures to reduce employee trips to the site such as employee ride sharing programs and transit ridership incentives; and, detail how the applicant supports bicycle access to/from the project site.	Less Than Significant
<b>Section 4.4 – Air Quality</b>		
Construction activities would generate fugitive dust emissions that have a substantial, but temporary impact on local air quality. Project related construction activity PM <sub>10</sub> emissions will be 131 pounds per day as a worst-case condition, or less than the 150 pounds per day significance threshold. Although the proposed project will generate PM <sub>10</sub> emissions below the ICAPCD threshold, the ICAPCD requires standard mitigation measures for construction emission, which must be followed regardless of total construction emissions.	<b>MM AQ1: Dust Control</b> <i>Standard Mitigation Measures:</i> All disturbed areas, including Bulk Material storage which is not being actively utilized, shall be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by using water, chemical stabilizers, dust suppressants, tarps or other suitable material such as vegetative ground cover.  All on site and off site paved roads will be effectively stabilized and visible emissions shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering.  All unpaved traffic areas one (1) acre or more with 75 or more average vehicle trips per day will be effectively stabilized and visible emission shall be limited to no greater than 20 percent opacity for dust emissions by paving, chemical stabilizers, dust suppressants and/or watering.	Less Than Significant
The proposed project would generate air emissions above the allowed ICAPCD thresholds. Therefore, this issue is considered a significant impact. However, the ICAPCD requires standard mitigation measures for construction emissions, which must be followed regardless of total construction emissions.		



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	<p>The transport of Bulk Materials shall be completely covered unless six inches of freeboard space from the top of the container is maintained with no spillage and loss of Bulk Material. In addition, the cargo compartment of all Haul Trucks is to be cleaned and/or washed at delivery site after removal of Bulk Material.</p> <p>All Track-Out or Carry-Out will be cleaned at the end of each workday or immediately when mud or dirt extends a cumulative distance of 50 linear feet or more onto a paved road within an urban area.</p> <p>Movement of Bulk Material handling or transfer shall be stabilized prior to handling or at points of transfer with application of sufficient water, chemical stabilizers or by sheltering or enclosing the operation and transfer line.</p> <p>The construction of any new Unpaved Road is prohibited within any area with a population of 500 or more unless the road meets the definition of a Temporary Unpaved Road. Any temporary unpaved road shall be effectively stabilized and visible emissions shall be limited to no greater than 20% opacity for dust emission by paving, chemical stabilizers, dust suppressants and/or watering.</p> <p><u>Discretionary Mitigation Measures</u></p> <ul style="list-style-type: none"> <li>• Water exposed surfaces and unpaved haul routes at least three times daily.</li> <li>• Cover all stockpiles with tarps when left unattended for more than 72 hours.</li> <li>• Reduce speed on unpaved roads and haul routes to less than 15 mph.</li> <li>• Develop a trip reduction plan to achieve a 1.5 AVR for construction employees.</li> <li>• Implement a shuttle service to and from retail services and food establishments during lunch hours.</li> </ul> <p><b>Construction Equipment Emissions Mitigation (these measures are mutually exclusive)</b></p> <ul style="list-style-type: none"> <li>• Use of alternative fueled or catalyst equipped diesel construction equipment including all off-road portable diesel powered equipment.</li> </ul>	

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	<ul style="list-style-type: none"> <li>Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes as a maximum.</li> <li>Limit, to the extent feasible, the hours of operation of heavy duty equipment and/or the amount of equipment in use.</li> <li>Replace fossil fueled equipment with electrically driven equipment where feasible (provided they are not run via a portable generator set).</li> <li>Require 90-day low-NOx tune-ups for off-road equipment.</li> <li>Require use of Tier 3-rated engines for scrapers and dozers used in grading if locally available.</li> <li>Require installation of soot filters on all diesel equipment &gt; 100 HP.</li> <li>Curtail construction activities during periods of high ambient pollution levels upon the advice of the ICAPCD.</li> </ul> <p><b>Off-Site Impacts</b></p> <ul style="list-style-type: none"> <li>Encourage car pooling for construction workers.</li> <li>Limit lane closures to off-peak travel periods.</li> <li>Park construction vehicles off traveled roadways.</li> <li>Implement a shuttle service during lunch hours, or allow food service trucks on construction sites.</li> <li>Encourage receipt of construction materials during non-peak traffic hours.</li> <li>Sandbag construction sites for erosion control.</li> </ul> <p><b>MM AQ2: Painting and Coating</b> Pre-coated building materials and using high pressure-low volume (HPLV) paint applicators shall be used for painting and coating of all buildings within the project site.</p>	
Architectural coatings (i.e., paint) have the potential to emit reactive organic gases (ROG) during the application of paints and coatings. The proposed project would result in a total generation of 178.3 pounds per day (pre-mitigation) of ROG emissions during the Construction, Painting and Paving for the Casino plus retail/restaurant development of the project and 110.7 pounds per day of ROG emissions for the Office and Office Tech development of the		Significant and Unmitigable

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<p>project construction, which exceeds the 75 pounds per day ICAPCD significance threshold for ROG emissions.</p> <p>The proposed project is expected to generate approximately 59,285 net new vehicular trips per day upon completion of the entire project. The proposed project will contribute to the regional inability to obtain the ozone standard based upon ICAPCD's recommended significance thresholds. As such, the implementation of the proposed project would create a potentially significant regional air quality impact. Project-related emission levels for the two ozone precursor pollutants (ROG and NOx) as well as CO could exceed the threshold by as much as over one thousand percent.</p>	<p><b>MM AQ3:</b> <u>Standard Site Design Measures</u></p> <ul style="list-style-type: none"> <li>• Provide on-site bicycle lockers and/or racks.</li> <li>• Provide on-site eating, refrigeration and food vending facilities to reduce lunchtime trips.</li> <li>• Provide shower and locker facilities to encourage employees to bike and/or walk to work.</li> <li>• Provide for paving a minimum of 100 feet from the property line for commercial driveways that access County paved roads as per County Standard Commercial Driveway Detail 410B.</li> </ul> <p><u>Discretionary Mitigation Measures (where feasible)</u></p> <ul style="list-style-type: none"> <li>• Increase street tree planting.</li> <li>• Plant shade trees in parking lots to reduce evaporative emissions from parked vehicles.</li> <li>• Increase number of bicycles routes/lanes.</li> <li>• If the project is located on an established transit route, improve public transit accessibility by providing transit turnouts with direct pedestrian access to protect or improve transit stop amenities.</li> <li>• For bus service within a mile of the project provide bus stop improvements such as shelters, route information, benches and lighting.</li> <li>• Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment.</li> <li>• Provide pedestrian signalization and signage to improve pedestrian safety.</li> <li>• Synchronize traffic lights on streets impacted by development.</li> </ul>	Less Than Significant

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	<p><u>Discretionary Energy Efficiency Measures (where feasible)</u></p> <ul style="list-style-type: none"> <li>• Use roof material with a solar reflectance value meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.</li> <li>• Use built-in energy efficient appliances, where applicable.</li> <li>• Use double-paned windows.</li> <li>• Use low energy parking lot and street lights (i.e. sodium).</li> <li>• Use energy efficient interior lighting.</li> <li>• Use low energy traffic signals.</li> <li>• Install door sweeps and weather stripping if more efficient doors and windows are not available.</li> <li>• Install high efficiency gas/electric space heating.</li> </ul> <p><b>MM AQ4:</b> Prior to the issuance of a building permit, the project applicant shall comply with ICAPCD Rule 310 by paying an in lieu fee, in an amount determined by the applicable rates under Rule 310(D) in effect at the time of final payment and estimated to be approximately one million dollars (exact amount to be determined by the ICAPCD), to the ICAPCD to offset NOx and CO emissions. The in lieu fee shall provide for off-site improvements to improve the overall air quality in the Imperial Valley. Pursuant to Rule 310(E), the ICAPCD is responsible for identifying and selecting the off-site improvements to be funded by the in lieu fee. Such off-site improvements may include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Retrofit existing homes in the project area with energy-efficient devices.</li> <li>• Retrofit existing businesses in the project area with energy-efficient devices.</li> <li>• Fund a program to buy and scrap older, higher emission passenger and heavy-duty vehicles.</li> <li>• Replace/repower transit buses.</li> <li>• Replace/repower heavy-duty diesel school vehicles (i.e., bus, passenger or maintenance vehicles).</li> <li>• Fund an electric lawn and garden equipment exchange program.</li> <li>• Retrofit or repower heavy-duty construction equipment, or on-road vehicles.</li> </ul>	

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	<ul style="list-style-type: none"> <li>• Repower or contribute to funding clean diesel locomotive main or auxiliary engines.</li> <li>• Install bicycle racks on transit buses.</li> <li>• Purchase particulate filters or oxidation catalysts for local school buses, transit buses or construction fleets.</li> <li>• Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for CNG, LPG, conduction and inductive electric vehicle charging, etc.).</li> <li>• Fund expansion of existing transit services.</li> <li>• Fund public transit bus shelters.</li> <li>• Subsidize vanpool programs.</li> <li>• Subsidize transportation alternative incentive programs.</li> <li>• Contribute to funding of new bike lanes.</li> <li>• Install bicycle storage facilities.</li> <li>• Provide assistance in the implementation of projects that are identified in a city of county Bicycle Master Plan.</li> </ul>	
<p>The total project would generate 0.023 percent of the statewide total of estimated GHG emissions. Because the project's maximum GHG emissions would not occur until the project build-out in Year 2018, the GHG emission impact is considered a cumulative impact and discussed in Section 5.0 – Cumulative Impacts of this EIR. However, the project is required to be consistent with the requirements of AB 32, and would be required to demonstrate that it has policies in place that would provide a goal of 25-percent reduction in CO<sub>2</sub> by 2020.</p>	<p><b>MM AQ5:</b> The following mitigation recommendations shall be implemented to the extent feasible to reduce the cumulative GHG emission impact of the proposed project:</p> <p><u>Land Use and Transportation</u></p> <ul style="list-style-type: none"> <li>• Integrate project development and retail amenities (services and shopping opportunities) to minimize out-of-project travel in order to help reduce vehicle miles traveled resulting from discretionary automobile trips.</li> <li>• Apply advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people goods and services.</li> <li>• Incorporate features into project design that would accommodate the supply of frequent, reliable and convenient public transit.</li> <li>• Implement street improvements that are designed to relieve pressure on the</li> </ul>	Significant and Unmitigable

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	<p>most congested roadways and intersections.</p> <ul style="list-style-type: none"> <li>Limit idling time for commercial vehicles, including delivery and construction vehicles.</li> </ul> <p><u>Energy Conservation</u></p> <ul style="list-style-type: none"> <li>Recognize and promote energy savings measures beyond Title 24 requirements for commercial projects.</li> <li>Where feasible, include in new buildings facilities to support the use of low/zero carbon fueled vehicles, such as the charging of electric vehicles from green electricity sources.</li> <li>Replace traffic lights, street lights, and other electrical uses to energy efficient bulbs and appliances.</li> <li>Construct non-residential buildings to meet LEED (Leadership in Energy and Environmental Design) Silver Certification where possible.</li> <li>Maximize use of low pressure sodium and/or fluorescent lighting.</li> <li>Require acquisition of new appliances and equipment to meet Energy Star certification.</li> </ul> <p><u>Urban Forestry</u></p> <ul style="list-style-type: none"> <li>Plant trees or vegetation to shade buildings and thus reduce heating/cooling demand.</li> <li>Select landscaping that is fast-growing while minimizing water demand to sequester carbon while reducing electrical loads associated with regional water transportation.</li> </ul> <p><u>Programs to Reduce Solid Waste</u></p> <ul style="list-style-type: none"> <li>Create incentives to increase recycling and reduce generation of solid waste by commercial and office users.</li> <li>Participate in green waste collection and recycling programs for landscape maintenance.</li> </ul>	
<b>Section 4.5 – Noise</b>		

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**Summary of Significant Impacts and Mitigation Measures**

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According to the traffic volumes that will be generated by the proposed project, future (2035) with the noise associated with project traffic along SR-111 adjacent to the project site is expected to be almost 79 dB CNEL at 50 feet from the roadway centerline for an assumed 55 mph travel speed. Only restaurant and retail uses are proposed to be located adjacent to SR-111. Therefore, if any outdoor feature is proposed at these uses at 50 feet from the centerline of SR-111 a significant impact associated with exterior noise will occur.	<p><b>MM N1:</b> Recreational space for on-site hotel units must either be located 80 feet from the Scaroni Road centerline or must be noise protected (e.g., eight-foot high solid glass walls or block walls around any proposed patio or outside feature) to ensure the exterior 65 dB CNEL threshold is met.</p> <p><b>MM N2:</b> If during the design process of the proposed project, an outside feature is proposed on the site that is within 80 feet from the roadway centerline of Scaroni Road or within 50 feet from the centerline of SR-111, noise protection features (e.g., eight-foot high solid glass walls or block walls around any proposed patio or outside feature) shall be incorporated into the design of the project. Incorporating noise protection features should achieve a maximum of 70 dB CNEL.</p>	Less Than Significant
Based on the Noise Impact Analysis prepared for the project the only proposed land use for the project site that has a potential to experience high levels of interior noise is the hotel meeting/assembly area.	<p><b>MM N3:</b> Hotel building plans shall document that any proposed common wall assemblies ("party walls") have a sound test rating of STC=50 or higher. For multi-story development, the floor/ceiling separation between units shall have a sound test rating of STC=50 or higher, and an impact isolation class (IIC) of 50 or higher as required by the Building Code. Any penetrations of sound-related assemblies shall be sound protected with resilient isolation devices or special acoustic wraps and sealing compounds to maintain the acoustical integrity of the assemblies.</p>	Less Than Significant
Section 4.6 – Biological Resources		
The project site consists of the following seven plant communities: active agriculture, fallow agriculture, arrow weed scrub, tamarisk scrub, disturbed cismontane alkali scrub, ruderal, and disturbed/developed. These plant communities are not considered sensitive; however, they do provide	<p><b>MM B1:</b> A pre-construction focused survey for the western burrowing owl shall be conducted, pursuant to CDFG protocols, within seven days of the start of construction to ensure no portion of the project footprint is being utilized by western burrowing owls. The survey shall be conducted by an experienced and qualified biologist.</p>	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
<p>habitat for sensitive species such as the yellow warbler and the western burrowing owl. The direct permanent impact to these sensitive species is considered significant.</p>	<p><b>MM B2:</b> Should any owls be identified during the pre-construction survey, CDFG shall be contacted and consulted with before construction can begin. The Lead Agency in this case, the City of Calexico, in consultation with CDFG, will determine which of the following mitigation options will be used.</p> <p><i>Option 1: Impact Avoidance</i></p> <p>If avoidance is the preferred method of dealing with potential project impacts, then no disturbance should occur within 50 meters (approximately 160 feet) of occupied burrows during the nonbreeding season of September 1 through January 31 or within 75 meters (approximately 250 feet) during the breeding season of February 1 through August 31. Avoidance also requires that a minimum of 6.5 acres of foraging habitat be permanently preserved contiguous with occupied burrow sites for each pair of breeding burrowing owls (with or without dependent young) or single unpaired resident bird. The configuration of the protected habitat should be approved by the CDFG.</p> <p><i>Option 2: Disturbance to Foraging Habitat and Destruction of Burrows</i></p> <p>When the loss of foraging and burrow habitat and/or the destruction of occupied burrows is unavoidable the following shall be implemented.</p> <p>Based on the result of the preconstruction survey, if western burrowing owls are present on the project site and construction occurs during the avian nesting season (February 1 to August 31), a 75-meter (250-foot) "no construction" buffer between on-site construction and peripheral nesting western burrowing owl pairs is required. Prior to the commencement of any earth moving activities, any on-site burrows shall be evaluated, and deemed unoccupied, by an experienced western burrowing owl biologist. Occupied burrows should not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist approved by the CDFG verifies through non-invasive methods that either: (1) the birds have not begun egg-laying and incubation; or (2) that juveniles from the occupied burrows are foraging independently and are capable of independent survival.</p>	



TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>Outside of the breeding season and in consultation with the CDFG, disturbance to foraging habitat shall be mitigated at a minimum of 6.5 acres of foraging habitat per pair or unpaired resident bird on permanently protected land. In addition, destruction of occupied burrows shall be mitigated through the enhancement (enlarged or cleared of debris) or new burrows created (by installing artificial burrows) at a ratio of 2:1 on a protected land site. If owls must be moved away from the disturbance area, passive relocation techniques as described in the CDFG 1995 Staff Report on Burrowing Owls should be used rather than trapping. CDFG is currently allowing "passive relocation" until such time as mitigation land banks or approved conservation banks are dedicated. In addition, the CDFG is allowing detention basins to be used as a location for foraging habitat and placement of artificial burrows. The applicant will mitigate western burrowing owl impacts in the proposed detention basins on-site or as otherwise negotiated with CDFG. In consultation with the CDFG, the Lead Agency, in this case the City of Calexico, will make the final determination on which mitigation measures will be complied with pursuant to the CDFG 1995 Staff Report on Burrowing Owls should any owls be identified during the pre-construction survey. These options include passive relocation and/or establishing or paying into an approved mitigation bank. Should a mitigation bank be established, 6.5 acres would be needed to compensate for the loss of each pair of individual owl.</p> <p><b>MM B3:</b> The removal of potential nesting vegetation supporting migratory birds shall be avoided, to the maximum extent feasible, during the avian nesting season (February 1 to August 31). If vegetation removal must occur during the breeding season, a qualified biologist shall conduct a migratory nesting bird survey to ensure that vegetation removal would not impact any active nests. Surveys shall be conducted no more than three days prior to vegetation removal. If active nests are identified during the surveys, the nesting vegetation shall be avoided until the nesting event has completed and the juveniles can survive independently from the nest. The biologist shall flag the nesting vegetation and establish an adequate buffer around the nesting vegetation. The qualified biologist, in consultation with CDFG, will determine if removal of potential nesting</p>	

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
Mountain plovers were not observed on the project site, though they may forage on the site during December and January. In the event that mountain plovers are on the project site, impact to the species would result in a significant impact.	<p>vegetation is avoided to the maximum extent feasible. Clearing/grading shall not occur within the buffer until the nesting event has been completed.</p> <p><b>MM B4:</b> If initial construction activities (vegetation removal, site grading) are scheduled to occur between December 1 and January 31, a presence/absence survey for mountain plover shall be conducted seven days before construction is to commence. If the mountain plover is identified on the site, a monitoring biologist shall direct all construction activities 250 feet away from the areas being used by any plover until the plover have vacated the site. The biologist shall be on site daily to ensure that construction avoids the plover. Results of the survey and construction monitoring shall be submitted to the Director of Development Services and U.S. Fish and Wildlife Service.</p>	Less Than Significant
Three western burrowing owl pairs (Pairs 1, 2 and 7) are located outside the project site, but within the 500-foot survey buffer. These three pairs have the potential to be indirectly impacted by the increased light, traffic and noise associated with the development of the proposed project. Indirect impacts to western burrowing owls are considered significant.	<p><b>MM B5:</b> Activities, including staging areas, equipment access, and disposal of temporary placement of excess fill, shall be prohibited within drainages outside of the identified construction area. Runoff from project-related hardscape surfaces shall be retained onsite, and no discharge of contaminated materials shall be directed into offsite areas pursuant to storm water pollution prevention measures.</p>	Less Than Significant
<p><b>Section 4.7 – Cultural Resources</b></p> <p>If the proposed project would require the excavation of more than 15 feet on the project site, then there is a potential for the project to result in a significant impact to archaeological resources (including human remains) associated with the proposed project.</p>		
<p><b>CR1: Archaeological Resources and Human Remains</b></p> <p><b>I. Prior to Permit Issuance</b></p> <p>A. Entitlements Plan Check</p> <p>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the City of Calexico shall verify that the requirements for archaeological monitoring and Native American monitoring have been noted on the appropriate construction documents.</p>		Less Than Significant

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p><b>B. Letters of Qualification have been submitted to ADD</b></p> <ol style="list-style-type: none"> <li>1. The applicant shall submit a letter of verification to the City of Calexico identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program. If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.</li> <li>2. The City of Calexico will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project.</li> <li>3. Prior to the start of work, the applicant must obtain approval from the City of Calexico for any personnel changes associated with the monitoring program.</li> </ol> <p><b>II. Prior to Start of Construction</b></p> <p><b>A. Verification of Records Search</b></p> <ol style="list-style-type: none"> <li>1. The PI shall provide verification to the City of Calexico that a site specific records search (1/4 mile radius) has been completed. Verification includes, but is not limited to a copy of a confirmation letter, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</li> <li>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</li> <li>3. The PI may submit a detailed letter to the City of Calexico requesting a reduction to the 1/4 mile radius.</li> </ol> <p><b>B. PI Shall Attend Precon Meetings</b></p> <ol style="list-style-type: none"> <li>1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and the City of Calexico. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to</li> </ol>	

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.</p> <p>a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with City of Calexico, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</p> <p>2. Identify Areas to be Monitored</p> <p>a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) based on the appropriate construction documents (reduced to 11x17) to the City of Calexico identifying the areas to be monitored including the delineation of grading/excavation limits.</p> <p>b. The AME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).</p> <p>3. When Monitoring Will Occur</p> <p>a. Prior to the start of any work, the PI shall also submit a construction schedule to the City of Calexico through the RE indicating when and where monitoring will occur.</p> <p>b. The PI may submit a detailed letter to the City of Calexico prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.</p> <p><b>III. During Construction</b></p> <p>A. Monitor(s) Shall be Present During Grading/Excavation/Trenching</p> <p>1. The Archaeological Monitor shall be present full-time during grading/excavation/ trenching activities which could result in impacts to archaeological resources as identified on the AME. The</p>	

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>Native American monitor shall determine the extent of their presence during construction related activities based on the AME and provide that information to the PI and the City of Calexico. <b>The Construction Manager is responsible for notifying the RE, PI, and the City of Calexico of changes to any construction activities.</b></p> <ol style="list-style-type: none"> <li>2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (<b>Notification of Monitoring Completion</b>), and in the case of ANY discoveries. The RE shall forward copies to the City of Calexico.</li> <li>3. The PI may submit a detailed letter to the City of Calexico during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered may reduce or increase the potential for resources to be present.</li> </ol> <p>B. Discovery Notification Process</p> <ol style="list-style-type: none"> <li>1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert ground disturbing activities in the area of discovery and immediately notify the RE or BI, as appropriate.</li> <li>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</li> <li>3. The PI shall immediately notify the City of Calexico by phone of the discovery, and shall also submit written documentation to the City of Calexico within 24 hours by fax or email with photos of the resource in context, if possible.</li> </ol> <p>C. Determination of Significance</p> <ol style="list-style-type: none"> <li>1. The PI and Native American monitor shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below. <ol style="list-style-type: none"> <li>a. The PI shall immediately notify the City of Calexico by phone to discuss significance determination and shall also submit a letter</li> </ol> </li> </ol>	

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**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>to the City of Calexico indicating whether additional mitigation is required.</p> <ol style="list-style-type: none"> <li>b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) and obtain written approval from the City of Calexico. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</li> <li>c. If resource is not significant, the PI shall submit a letter to the City of Calexico indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</li> </ol> <p><b>IV. Discovery of Human Remains</b></p> <p>If human remains are discovered, work shall halt in that area and the following procedures as set forth in the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:</p> <ol style="list-style-type: none"> <li>A. Notification             <ol style="list-style-type: none"> <li>1. Archaeological Monitor shall notify the RE or BI as appropriate, the City of Calexico, and the PI, if the Monitor is not qualified as a PI.</li> <li>2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.</li> </ol> </li> <li>B. Isolate discovery site             <ol style="list-style-type: none"> <li>1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenience of the remains.</li> <li>2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenience.</li> <li>3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.</li> </ol> </li> </ol>	

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>C. If Human Remains <b>ARE</b> determined to be Native American</p> <ol style="list-style-type: none"> <li>1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, <b>ONLY</b> the Medical Examiner can make this call.</li> <li>2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.</li> <li>3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with the California Public Resource and Health &amp; Safety Codes.</li> <li>4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.</li> <li>5. Disposition of Native American Human Remains shall be determined between the MLD and the PI, IF:               <ol style="list-style-type: none"> <li>a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being notified by the Commission; OR;</li> <li>b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner.</li> <li>c. In order to protect these sites, the Landowner shall do one or more of the following:                   <ol style="list-style-type: none"> <li>(1) Record the site with the NAHC;</li> <li>(2) Record an open space or conservation easement on the site;</li> <li>(3) Record a document with the County.</li> </ol> </li> <li>d. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with descendants</li> </ol> </li> </ol>	

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**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>is necessary to consider culturally appropriate treatment of multiple Native American human remains. Culturally appropriate treatment of such a discovery may be ascertained from review of the site utilizing cultural and archaeological standards. Where the parties are unable to agree on the appropriate treatment measures the human remains and buried with Native American human remains shall be reinterred with appropriate dignity, pursuant to Section 5.c., above.</p> <p>D. If Human Remains are <b>NOT</b> Native American</p> <ol style="list-style-type: none"> <li>1. The PI shall contact the Medical Examiner and notify them of the historic era context of the burial.</li> <li>2. The Medical Examiner will determine the appropriate course of action with the PI and City staff (PRC 5097.98).</li> <li>3. If the remains are of historic origin, they shall be appropriately removed and conveyed to the Imperial Valley College Desert Museum for analysis. The decision for internment of the human remains shall be made in consultation with the City of Calexico, the applicant/landowner and the Imperial Valley College Desert Museum.</li> </ol> <p>V. <b>Night and/or Weekend Work</b></p> <p>A. If night and/or weekend work is included in the contract</p> <ol style="list-style-type: none"> <li>1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</li> <li>2. The following procedures shall be followed. <ol style="list-style-type: none"> <li>a. No Discoveries  In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to the City of Calexico via fax by 8AM of the next business day.</li> </ol> </li> </ol>	



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Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>b. Discoveries  All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV - Discovery of Human Remains.</p> <p>c. Potentially Significant Discoveries  If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</p> <p>d. The PI shall immediately contact the City of Calexico, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</p> <p>B. If night and/or weekend work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> <li>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</li> <li>2. The RE, or BI, as appropriate, shall notify the City of Calexico immediately.</li> </ol> <p>C. All other procedures described above shall apply, as appropriate.</p> <p><b>VI. Post Construction</b></p> <p>A. Preparation and Submittal of Draft Monitoring Report</p> <ol style="list-style-type: none"> <li>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to the City of Calexico for review and approval within 90 days following the completion of monitoring. <ol style="list-style-type: none"> <li>a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.</li> <li>b. Recording Sites with State of California Department of Parks and Recreation</li> </ol> </li> </ol>	

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**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program and submitting of such forms to the South Eastern Information Center with the Final Monitoring Report.</p> <ol style="list-style-type: none"> <li>2. The City of Calexico shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</li> <li>3. The PI shall submit revised Draft Monitoring Report to the City of Calexico for approval.</li> <li>4. The City of Calexico shall provide written verification to the PI of the approved report.</li> <li>5. The City of Calexico shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</li> </ol> <p><b>B. Handling of Artifacts</b></p> <ol style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued</li> <li>2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.</li> <li>3. The cost for curation is the responsibility of the property owner.</li> </ol> <p><b>C. Curation of artifacts: Accession Agreement and Acceptance Verification</b></p> <ol style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with the City of Calexico and the Native American representative, as applicable.</li> <li>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and the City of Calexico.</li> </ol>	

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**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
If grading occurs within more than 20 feet of the project site, there is potential for the project to result in a significant impact to paleontological resources.	<p><b>D. Final Monitoring Report(s)</b></p> <ol style="list-style-type: none"> <li>1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to the City of Calexico (even if negative), within 90 days after notification from the City of Calexico that the draft report has been approved.</li> <li>2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from the City of Calexico which includes the Acceptance Verification from the curation institution.</li> </ol> <p><b>CR2: Paleontological Resources</b></p> <p><b>I. Prior to Permit Issuance</b></p> <p><b>A. Entitlements Plan Check</b></p> <ol style="list-style-type: none"> <li>1. Prior to Notice to Proceed (NTP) for any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits, but prior to the first preconstruction meeting, whichever is applicable, the City of Calexico shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.</li> <li><b>B. Letters of Qualification have been submitted to City of Calexico</b> <ol style="list-style-type: none"> <li>1. The applicant shall submit a letter of verification to the City of Calexico identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program.</li> <li>2. The City of Calexico will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.</li> <li>3. Prior to the start of work, the applicant shall obtain approval from the City of Calexico for any personnel changes associated with the monitoring program.</li> </ol> </li> </ol>	Less Than Significant

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**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p><b>II. Prior to Start of Construction</b></p> <p><b>A. Verification of Records Search</b></p> <ol style="list-style-type: none"> <li>1. The PI shall provide verification to the City of Calexico that a site specific records search has been completed. Verification includes, but is not limited to a copy of a confirmation letter from Imperial Valley Desert Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.</li> <li>2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.</li> </ol> <p><b>B. PI Shall Attend Precon Meetings</b></p> <ol style="list-style-type: none"> <li>1. Prior to beginning any work that requires monitoring, the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and City of Calexico. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.               <ol style="list-style-type: none"> <li>a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with the City of Calexico, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.</li> </ol> </li> <li>2. Identify Areas to be Monitored                Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to the City of Calexico identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site specific records search as well as information regarding existing known soil conditions (native or formation).</li> </ol>	

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>3. When Monitoring Will Occur</p> <ol style="list-style-type: none"> <li>a. Prior to the start of any work, the PI shall also submit a construction schedule to City of Calexico through the RE indicating when and where monitoring will occur.</li> <li>b. The PI may submit a detailed letter to the City of Calexico prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.</li> </ol> <p><b>III. During Construction</b></p> <ol style="list-style-type: none"> <li>A. Monitor Shall be Present During Grading/Excavation/Trenching             <ol style="list-style-type: none"> <li>1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. <b>The Construction Manager is responsible for notifying the RE, PI, and the City of Calexico of changes to any construction activities.</b></li> <li>2. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (<b>Notification of Monitoring Completion</b>), and in the case of ANY discoveries. The RE shall forward copies to City of Calexico.</li> <li>3. The PI may submit a detailed letter to City of Calexico during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.</li> </ol> </li> </ol>	

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p><b>B. Discovery Notification Process</b></p> <ol style="list-style-type: none"> <li>1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.</li> <li>2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.</li> <li>3. The PI shall immediately notify the City of Calexico by phone of the discovery, and shall also submit written documentation to the City of Calexico within 24 hours by fax or email with photos of the resource in context, if possible.</li> </ol> <p><b>C. Determination of Significance</b></p> <ol style="list-style-type: none"> <li>1. The PI shall evaluate the significance of the resource.               <ol style="list-style-type: none"> <li>a. The PI shall immediately notify the City of Calexico by phone to discuss significance determination and shall also submit a letter to the City of Calexico indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.</li> <li>b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from the City of Calexico. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.</li> <li>c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to the City of Calexico unless a significant resource is encountered.</li> <li>d. The PI shall submit a letter to the City of Calexico indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.</li> </ol> </li> </ol>	

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p><b>IV. Night and/or Weekend Work</b></p> <p>A. If night and/or weekend work is included in the contract</p> <ol style="list-style-type: none"> <li>1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.</li> <li>2. The following procedures shall be followed.               <ol style="list-style-type: none"> <li>a. No Discoveries In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV-R and submit to the City of Calexico via fax by 8AM on the next business day.</li> <li>b. Discoveries All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.</li> <li>c. Potentially Significant Discoveries If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.</li> <li>d. The PI shall immediately contact the City of Calexico, or by 8AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.</li> </ol> </li> </ol> <p>B. If night work becomes necessary during the course of construction</p> <ol style="list-style-type: none"> <li>1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.</li> <li>2. The RE, or BI, as appropriate, shall notify the City of Calexico immediately.</li> </ol> <p>C. All other procedures described above shall apply, as appropriate.</p>	

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p><b>V. Post Construction</b></p> <p><b>A. Preparation and Submittal of Draft Monitoring Report</b></p> <ol style="list-style-type: none"> <li>1. The PI shall submit two copies of the Draft Monitoring Report (even if negative). The report shall describe the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to the City of Calexico for review and approval within 90 days following the completion of monitoring.               <ol style="list-style-type: none"> <li>a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.</li> <li>b. Recording Sites with the San Diego Natural History Museum                   <p>The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program and submitting forms to the San Diego Natural History Museum with the Final Monitoring Report.</p> </li> </ol> </li> <li>2. The City of Calexico shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.</li> <li>3. The PI shall submit revised Draft Monitoring Report to the City of Calexico for approval.</li> <li>4. The City of Calexico shall provide written verification to the PI of the approved report.</li> <li>5. The City of Calexico shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.</li> </ol> <p><b>B. Handling of Fossil Remains</b></p> <ol style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.</li> <li>2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.</li> </ol>	



**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>C. Curation of fossil remains: Deed of Gift and Acceptance Verification</p> <ol style="list-style-type: none"> <li>1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.</li> <li>2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and the City of Calexico.</li> </ol> <p>D. Final Monitoring Report(s)</p> <ol style="list-style-type: none"> <li>1. The PI shall submit two copies of the Final Monitoring Report to the City of Calexico (even if negative), within 90 days after notification from the City of Calexico that the draft report has been approved.</li> <li>2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from the City of Calexico which includes the Acceptance Verification from the curation institution.</li> </ol>	
<p><b>Section 4.8 – Hydrology and Water Quality</b></p> <p>Grading requirements of the proposed project have the potential to alter existing drainage patterns, causing erosion or siltation on the site or in the area on a short-term basis during construction. Therefore, the proposed project has the potential to result in short-term a violation of water quality standards through sedimentation/siltation or emission of pollutants into the local surface waters from construction related activities. As such, implementation of the proposed project will result in a significant short-term impact to surface water quality.</p>	<p><b>MM HWQ1:</b> Because the proposed project will disturb more than one acre of land, prior to commencement of construction activities of the proposed project, the Applicant will be required to obtain coverage under the General Construction Permit (Order No. 99-08-DWQ. In order to obtain coverage under the General Construction Permit, the project applicant shall obtain a Waste Discharge Identification Number and shall prepare an effective site-specific Storm Water Pollution Prevention Plan (SWPPP) subject to approval by the RWQCB. The SWPPP shall include construction and post-construction BMPs to the satisfaction of the RWQCB. Construction BMPs may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• soil stabilizers,</li> <li>• scheduling grading during dry periods,</li> <li>• preservation of existing vegetation,</li> <li>• designated storage and vehicle areas, and/or</li> <li>• temporary landscaping.</li> </ul>	Less Than Significant

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>Post-construction BMPs may include, but are not limited to:</p> <ul style="list-style-type: none"> <li>• permanent landscaping,</li> <li>• vegetation buffer strips,</li> <li>• detention basins,</li> <li>• fossil filters</li> <li>• mechanical filtration devices,</li> <li>• dedicated open areas, and/or</li> <li>• routine sweeping and maintenance parking areas.</li> </ul>	
<b>Section 4.9 – Hazardous Materials/Public Safety</b> <p>As discussed in the Previous EIR, based on the nature of geologic conditions and the elevation of groundwater in the site area, construction activities associated with development within the site area have the potential to require dewatering, which could result in significant impacts from contaminated ground water.</p> <p>Based on prevention and response programs in place at the geothermal power plant and the historically low statewide incidence rate for chlorine, it is unlikely that a catastrophic incident related to the HGC Plant would occur. However, the finite but small possibility for a chlorine release exists; therefore, impacts are considered potentially significant.</p>		
<b>Section 4.10 – Public Services</b> <p>Due to the existing deficiencies of the City of Calexico Police and Fire Departments, the implementation of the proposed project will result in a significant impact to police and fire protection services.</p>		
<p><b>MM HM1:</b> Prior to issuance of the first grading permit, site-specific geotechnical studies shall be conducted to provide detailed analysis and recommendations for dewatering activities in conformance with federal, state and local regulations, to the satisfaction of the City Director of Public Works. Effluent derived from dewatering activities shall meet discharge requirements for National Pollution Discharge Elimination System (NPDES) permitting and/or City of Calexico sewer system discharge.</p>	<p><b>MM HM2:</b> Prior to the issuance of certificates of occupancy, the developer shall consult with community agencies regarding emergency response coordination related to chlorine releases at the Heber geothermal plant, and prepare and implement an emergency response plan to be used if chlorine gas releases occur at the geothermal plant, to the satisfaction of the City of Calexico. Subsequent to the implementation of the emergency response plan, the developer shall be responsible for implementation of the emergency response plan.</p>	Less Than Significant
<p><b>MM PS1:</b> Prior to the issuance of any building permit, the project applicant shall pay the impact fees required for police and fire protection in accordance with City of Calexico Ordinance No. 1036.</p>		Less Than Significant

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p><b>MM PS2:</b> Pursuant to the Memorandum of Understanding that exists between the Manzanita Band of the Kumeyaay Nation and the City of Calexico, the Tribe is required to provide for the costs of the design and construction of a permanent police/fire station in an amount not to exceed \$3,000,000.00, with reimbursement from the City to be given to the Tribe, of any amount that exceeds the Tribes fair share contribution for the construction of this station. Construction of the police/fire station shall be commenced at a time that permits it to be fully operational on the scheduled opening date of any temporary or permanent gaming facility to be located on the project site. The City shall equip and staff a new police/fire station on the site prior to the issuance of certificates of occupancy and/or the commencement of any operations on the project site.</p>	
<p>The proposed project is the development commercial uses that are not anticipated to cause population growth, which would result in an increased demand for school services. Nevertheless, City requires new developments in the City to pay development impact fees for school services.</p>	<p><b>MM PS3:</b> Prior to the issuance of a building permit, the developer shall pay impact fees for school services in the amount required by Government Code Section 65995, et seq. and the Tribe shall pay impact fees for school services pursuant to the Memorandum of Understanding that exists between the Tribe and the City of Calexico.</p>	Less Than Significant
<b>Section 4.11 – Utilities and Service Systems</b>		
<p>As discussed in the WSA, the Calexico Water Treatment Plant will have adequate capacity to serve the proposed project with potable water, based on an average daily demand of 348,000 GPD once the treatment plant is expanded within the next five years to increase the capacity from 12 MGD to 16 MGD. Therefore, because the expansion of the plant is required to provide potable water to the site, a significant impact to water service is identified for the proposed project.</p>	<p><b>MM PU1:</b> As new building permits for the proposed project and other projects in the City are submitted, the City of Calexico shall monitor remaining capacity in the water treatment plant to ensure building permits are not granted without adequate water treatment plant capacity. The City shall also confirm that the required conveyance system is in place. The City shall not approve building permits before adequate capacity is available and conveyance is in place. Prior to the issuance of a building permit for the proposed project, the project applicant shall pay a fair share fee as determined by the City of Calexico for the expansion of the treatment plant and for conveyance systems.</p>	Less Than Significant
<p>Based on the WSA, the WWTP currently has a maximum daily capacity of 4.3 mgd and it operates at about 70 percent capacity. According to the current Service Area Plan for the City of Calexico,</p>	<p><b>MM PU2:</b> As new building permits for the proposed project and other projects in the City are submitted, the City of Calexico shall monitor remaining capacity in the wastewater treatment plant to ensure building permits are not granted without adequate wastewater treatment plant capacity. The City shall also</p>	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
the City plans to increase the capacity to 8.5 mgd to meet the demand generated by the population growth anticipated by the General Plan (City of Callexico, 2006). According to the WSA, future capacity of the WWTP would be adequate to meet the needs of the proposed project.	confirm that the required conveyance system is in place. The City shall not approve building permits before adequate capacity is available and conveyance is in place. Prior to the issuance of a building permit for the proposed project, the project applicant shall pay a fair share fee as determined by the City of Callexico for the expansion of the Wastewater Treatment Plant and for conveyance systems.	
The IID substation that currently provides service to the project area does not have the capacity to serve the proposed project. Therefore, a significant impact to electrical service is identified for the proposed project. IID is in the process of acquiring property on the Mega Park project site located east (along the eastern boundary of SR-111 and south of Jasper Road) of the proposed project's site. IID states it would have enough capacity to service the proposed project with the construction of this substation. The proposed project would be required to share the cost of the construction of this substation with IID and the other projects that would be serviced by this station, which cost would be determined by IID. However, if this proposed substation is not constructed the project applicant will be required to work with IID and the City to identify a viable option for a new substation to service the project site.	<b>MM P03:</b> Prior to issuance of the building permit, the project applicant shall pay a fair share contribution to the IID for the construction of a substation on the Mega Park project site in accordance with IID Regulation 15 for new construction fees. Prior to the opening of any business operation on the project site, this substation shall be constructed and electrical service shall be connected to this substation.  However, if this substation is not constructed and ready to provide electrical service to the project prior to issuance of the first building permit for the project, no building permits shall be issued for the project until the proposed substation is completed and able to deliver electrical service to the project, or the City identifies an alternative source of electrical service for the project. Potential impacts and mitigation measures will be assessed by the City and IID at the time the new location is identified.  In addition, the proposed project will be required to be consistent with IID substation policies and IID Energy Transmission Policy for construction and restrictions for use of IID energy transmission rights-of-way.  In addition, the proposed project will be required to be consistent with IID substation policies and IID Energy Transmission Policy for construction and restrictions for use of IID energy transmission rights-of-way.	Less Than Significant
<b>Section 4.12 – Geology/Soils</b>		
Due to the presence of expandable and collapsible soils on the project site, these soils are not considered suitable for foundation and/or fill support unless the materials are removed, moisture conditioned, and	<b>MM GS1:</b> The project shall be designed and constructed in accordance with the most recent standard California Building Code (CBC) and Uniform Building Code (UBC) building conditions.	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
placed as properly compacted fill. This is considered a significant impact.	As part of project structural design and prior to issuance of a grading permit, a detailed geotechnical evaluation shall be performed at the project site to evaluate potential liquefaction, expansive soils, and collapsible soils and provide recommendations to mitigate any impacts identified by this evaluation. All recommendations of the detailed geotechnical evaluation shall become mitigation measures and shall be implemented prior to and during the construction of the project.	
Grading requirements of the project site have the potential to alter existing drainage patterns, causing erosion or siltation on the site or in the area on a short-term basis during construction.	<b>MM HWQ1:</b> Please see Section 4.8 Hydrology and Water Quality of this EIR.	
<b>Chapter 5.0 – Cumulative Impacts</b>		
<b>Near Term Traffic Conditions plus Casino Phase - Roadway Segments:</b>		
Dogwood Road: north of I-8	<b>MM CUM1:</b> Prior to the issuance of a building permit, the applicant is required to pay a fair share contribution towards the construction of a four-lane collector. Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving Dogwood Road: north of I-8 to a four-lane collector, (2) the City shall establish the protect applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to Dogwood Road: north of I-8, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.	Less Than Significant
SR-111: South of SR-98	<b>MM CUM2:</b> Prior to the issuance of a building permit, the applicant is required to pay a fair share contribution towards an expressway. However, expressway standards are not identified as the ultimate classification of this section of SR-111. Alternative mitigation such as contribution to signal interconnect is feasible to provide better circulation through these deficient segments. Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving SR-111: south of SR-98 as an	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	expressway. However, expressway standards are not identified as the ultimate classification of this section of SR-111. Alternative mitigation such as contribution to signal interconnect is feasible to provide better circulation through these deficient segments. (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to SR-111: south of SR-98, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.	
Cole Road: Enterprise to SR-111	<b>MM CUM13:</b> Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving Cole Road: Enterprise to SR-111 to 4-lane major standards, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to Cole Road: Enterprise to SR-111, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.  Prior to the issuance of a building permit, the applicant is required to contribute to pay a fair share contribution towards 4-lane major standards.	Less Than Significant
All roadway segments	<b>MM CUM14:</b> The following circulation improvements with roadway segments are required of the proposed project by the City of Calexico: 1. Prior to the issuance of a building permit, the applicant shall participate in a "fair share" widening of the bridge crossing on Bowker Road over the Central Main Canal and the All American Canal. 2. Prior to the issuance of a building permit, the applicant shall participate in a "fair share" cost of widening SR-98 from Kioke Road to Cole Road. 3. Prior to the issuance of a building permit, the applicant shall participate on a fair share basis to fund the development and implementation of	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>a. <u>Traffic Mitigation Monitoring Program (TMAP) to monitor the operating levels of service for SR-98, SR-111, Jasper Road, Cole Road, and Bowker Road as well as each of the cumulatively impacted intersections that serve the project.</u></p> <p>4. <u>Prior to the issuance of a building permit, the applicant shall participate in a "fair share" to fund the development and implementation of a Master Computing Monitoring System at City Hall for synchronizing and monitoring traffic signals and progressive traffic flow on SR-98, SR-111, Jasper Road, Cole Road, and Bowker Road.</u></p> <p><u>Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving the following:</u></p> <ol style="list-style-type: none"> <li>1. <u>Widening of the bridge crossing on Bowker Road over the Central Main Canal and the All American Canal.</u></li> <li>2. <u>Widening SR-98 from Kloke Road to Cole Road.</u></li> <li>3. <u>Development and implementation of a Traffic Mitigation Monitoring Program (TMAP) to monitor the operating levels of service for SR-98, SR-111, Jasper road, Cole Road, and Bowker Road as well as the cumulatively impacted intersections that serve the project.</u></li> <li>4. <u>Development and implementation of a Master Computing Monitoring System at City Hall for synchronizing and monitoring traffic signals and progressive traffic flow on SR-98, SR-111, Jasper Road, Cole Road, and Bowker Road.</u></li> </ol> <p><u>(2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements and programs. (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to those improvements identified in items #1, #2, #3, and #4 above, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</u></p>	
<u>Intersections:</u> <u>I-8 Westbound/Dogwood Road</u>	<p><b>MM CUM15:</b> <u>Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the construction of a traffic signal at this intersection.</u></p> <p><u>Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving the I-8 Westbound/Dogwood Road intersection with a traffic signal, (2) the City shall</u></p>	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
I-8 Eastbound/Dogwood Road	<p>establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the I-8 Westbound/Dogwood Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p> <p><b>MM CUM16:</b> <del>Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the construction of a traffic signal at this intersection.</del> Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving the I-8 Eastbound/Dogwood Road intersection with a traffic signal, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the I-8 Eastbound/Dogwood Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	Less Than Significant
Dogwood Road/Heber Road	<p><b>MM CUM17:</b> <del>Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the construction of a traffic signal at this intersection.</del> Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving the Dogwood Road/Heber Road intersection with a traffic signal, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the Dogwood Road/Heber Road intersection, and (4) the project</p>	Less Than Significant



TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
Cole Road/Scaroni Avenue	<p>applicant shall pay its fair share contribution in the amount determined by the City.</p> <p><b>MM CUM18:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the construction of a traffic signal at this intersection. Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving the Cole Road/Scaroni Avenue intersection with a traffic signal, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the Cole Road/Scaroni Avenue intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	Less Than Significant
SR-111/Cole Road	<p><b>MM CUM19:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the installation of a southbound right-of-way intersection. Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving the SR-111/Cole Road intersection with installation of a southbound through-lane at this intersection, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the SR-111/Cole Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	Less Than Significant
SR-98/SR-111	<p><b>MM CUM10:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the installation of a southbound through-lane at this intersection. Prior to the issuance of a building permit for any building in the Casino Phase Only, (1) the City shall determine the estimated cost of improving</p>	Less Than Significant

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>the SR-98/SR-111 intersection with the installation of a southbound through-lane at this intersection, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the SR-98/SR-111 intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p> <p>There are no significant impacts to intersections; therefore, no mitigation measures are required.</p>	
<p><u>Caltrans Intersection Lane Vehicle Analysis:</u></p>		
<p><b>Near Term Traffic Conditions plus Casino Phase and Phase 1 -</b></p>	<p><b>MM CUM11 through CUM14 above.</b></p>	
<p><u>Roadway Segments:</u>            Dogwood Road: north of I-8            SR-111: south of SR-98            Cole Road: Enterprise to SR-111</p>		Less Than Significant
<p><u>Intersections:</u>            I-8 Westbound/Dogwood Road            I-8 Eastbound/Dogwood Road            Dogwood Road/Heber Road            Cole Road/Scaroni Avenue            SR-111/Cole Road            SR-98/SR-111</p>	<p><b>MM CUM15 through CUM10 above.</b></p>	Less Than Significant
<p>Cole Road/Scaroni Avenue</p>	<p><b>MM CUM11:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the construction of a traffic signal and westbound left/westbound right turn lanes. Prior to the issuance of a building permit for any building in the Near Term Traffic conditions plus Casino Phase and Phase 1, (1) the City shall determine the estimated cost of improving the Cole Road/Scaroni Avenue intersection with a traffic signal and westbound left/westbound right turn lanes, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the</p>	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
SR-111/Cole Road	<p>time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the Cole Road/Scaroni Avenue intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p> <p><b>MM CUM12:</b> <u>Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the installation of a southbound right and east/west through lanes at this intersection. Prior to the issuance of a building permit for any building in the Near Term Traffic conditions plus Casino Phase and Phase 1, (1) the City shall determine the estimated cost of improving the SR-111/Cole Road intersection with the installation of a southbound right and east/west through lane, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the SR-111/Cole Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</u></p>	Less Than Significant
SR-98/SR-111	<p><b>MM CUM13:</b> <u>Prior to the issuance of a building permit, the applicant shall pay a fair share contribution towards the installation of a southbound/northbound through lane at this intersection. Prior to the issuance of a building permit for any building in the Near Term Traffic conditions plus Casino Phase and Phase 1, (1) the City shall determine the estimated cost of improving the SR-98/SR-111 intersection with the installation of a southbound/northbound through lane, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the SR-98/SR-111 intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</u></p>	Less Than Significant
<u>Caltrans Intersection Lane Vehicle Analysis:</u> SR-111 and Cole Road	<b>MMCUM12 above.</b>	Less Than Significant

**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
<b>Year 2015 plus Casino Phase - Roadway Segments:</b>	There are no significant impacts to roadway segments; therefore, no mitigation measures are required.	
<b>Intersections:</b> Jasper Road/Rockwood Road	<b>MM CUM114:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the installation of an eastbound through lane at this intersection. Prior to the issuance of a building permit for any building in the Year 2015 plus Casino Phase, (1) the City shall determine the estimated cost of improving the Jasper Road/Rockwood Road intersection with the installation of an eastbound through lane, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the Jasper Road/Rockwood Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.	Less Than Significant
Cole Road/Yourman Road (Rockwood)	<b>MM CUM115:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the installation of a southbound left (dual) lane. Prior to the issuance of a building permit for any building in the Year 2015 plus Casino Phase, (1) the City shall determine the estimated cost of improving the Cole Road/Yourman Road (Rockwood) intersection with the installation of a southbound left (dual) lane, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the Cole Road/Yourman Road (Rockwood) intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.	Less Than Significant
SR-98/SR-111	<b>MM CUM116:</b> Prior to the issuance of a building permit for any building in the Year 2015 plus Casino Phase, (1) the City shall determine the estimated cost of improving the SR-98/SR-111 intersection with the installation of north/south through lanes and east/west through lanes, (2) the City shall establish the project	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
Caltrans Intersection Lane Vehicle Analysis: SR-111/SR-98	applicant's fair share percentage and dollar amount of such improvements. (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the SR-98/SR-111 intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City. Prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the installation of north/south through lanes and east/west through lanes. <b>MM CUM16 above.</b>	Less Than Significant
<b>Year 2015 Plus Total Project (All Phases) - Roadway Segments:</b> Dogwood Road: McCabe Road to SR-86	<b>MM CUM17:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution to improve this roadway segment to a primary facility. Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving: Dogwood Road: McCabe Road to SR-86 to a primary facility. (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements. (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: Dogwood Road: McCabe Road to SR-86, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.	Less Than Significant
Dogwood Road: SR-86 to Jasper Road	<b>MM CUM18:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution to improve this roadway segment to a primary facility. Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving: Dogwood Road: SR-86 to Jasper Road to a primary facility. (2) the City shall establish the project applicant's fair share percentage and dollar amount of such	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
Jasper Road: Scaroni Road to SR-111	<p>improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: Dogwood Road: SR-86 to Jasper Road, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p> <p><b>MM CUM119:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution to improve this roadway segment to a 4-lane divided highway (ultimately 6 lanes). Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving: Jasper Road: Scaroni Road to SR-111 to a 4-lane divided highway (ultimately 6 lanes), (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: Jasper Road: Scaroni Road to SR-111 and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	Less Than Significant
Jasper Road: SR-111 to Rockwood Road	<p><b>MM CUM120:</b> Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving: Jasper Road: SR-111 to Rockwood Road to a 4-lane divided highway (ultimately 6 lanes), (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: Jasper Road: SR-111 to Rockwood Road, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p> <p>Prior to the issuance of a building permit, prior to the issuance of a building permit, the applicant shall pay a fair share contribution to improve this roadway segment</p>	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
<p><u>Intersections:</u> Jasper Road/Scaroni Road</p>	<p>to a 4-lane divided highway (ultimately 6 lanes):</p> <p><b>MM CUM121:</b> Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the Jasper Road/Scaroni Road intersection by the construction of additional travel lanes (eastbound through, eastbound right, westbound left, westbound through, northbound left, and northbound right), (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: the Jasper Road/Scaroni Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City. As part of the Jasper Corridor improvements, prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the construction of additional travel lanes (eastbound through, eastbound right, westbound left, westbound through, northbound left, and northbound right) at this intersection.</p>	Less Than Significant
SR-111 North/Jasper Road	<p><b>MM CUM122:</b> As part of the Jasper Corridor improvements, prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the construction of additional travel lanes (eastbound through, eastbound right, and westbound through) at this intersection. Note the interim diamond interchange will approach the capacity needs for the "clover leaf" design with buildout of Jasper Corridor projects. Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the SR-111 North/Jasper Road intersection by the construction of additional travel lanes (eastbound through, eastbound right, and westbound through). Note the interim diamond interchange will approach the capacity needs for the "clover leaf" design with buildout of Jasper Corridor projects. (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at</p>	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
SR-111 South/Jasper Road	<p>the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: the SR-111 North/Jasper Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p> <p><b>MM CUM123:</b> As part of the Jasper Corridor improvements, prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the construction of additional travel lanes (eastbound through, westbound through, and northbound left) at this intersection. Note the interim diamond interchange will approach the capacity needs for the "clover leaf" design with build-out of Jasper Corridor projects. As part of the Jasper corridor improvements, prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the SR-111 South/Jasper Road intersection by the construction of additional travel lanes (eastbound through, westbound through, and northbound left). Note the interim diamond interchange will approach the capacity needs for the "clover leaf" design with build-out of Jasper Corridor projects. (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: the SR-111 South/Jasper Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	Less Than Significant
Jasper Road/Rockwood Road	<p><b>MM CUM124:</b> As part of the Jasper Corridor improvements, prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the installation of eastbound/westbound through lanes at this intersection. As part of the Jasper corridor improvements, prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the Jasper Road/Rockwood Road intersection by the installation of eastbound/westbound through lanes. (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected</p>	Less Than Significant



**TABLE ES-1**  
**Summary of Significant Impacts and Mitigation Measures**

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
	<p>roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: Jasper Road/Rockwood Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	
Cole Road/Scaroni Road	<p><b>MM CUM125:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the construction of additional travel lanes (eastbound through and westbound through) at this intersection. Ultimately this intersection, due to spacing requirements, may have restricted turn movements. As such, the applicant may be required to participate in fair share contributions to establishing a median within Cole Road to eliminate left turns. Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the Cole Road/Scaroni Road intersection by the construction of additional travel lanes (eastbound through and westbound through). Ultimately this intersection, due to spacing requirements, may have restricted turn movements. As such, the applicant may be required to participate in fair share contributions to establishing a median within Cole Road to eliminate left turns. (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: Cole Road/Scaroni Road intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	Less Than Significant
Cole Road/Yourman Road (Rockwood)	<p><b>MM CUM126:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the construction of additional travel lanes (eastbound through, westbound through, and southbound right) at this intersection. Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the Cole Road/Yourman Road (Rockwood) intersection by the construction of additional travel lanes (eastbound through, westbound through, and southbound right), (2) the City shall establish the project applicant's fair share percentage and</p>	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
SR-98/SR-111	<p>dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: Cole Road/Yourman Road (Rockwood) intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p> <p><b>MM CUM127:</b> Prior to the issuance of a building permit, the applicant shall pay a fair share contribution for the construction of additional travel lanes (eastbound through, westbound through, northbound through, and southbound through) at this intersection. Prior to the issuance of a building permit for any building in the Year 2015 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the SR-98/SR-111 intersection by the construction of additional travel lanes (eastbound through, westbound through, northbound through and southbound through), (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to: SR-98/SR-111 intersection, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p> <p><b>MM CUM122 above.</b></p> <p><b>MM CUM123 above.</b></p> <p><b>MM CUM127 above.</b></p> <p><b>MM CUM128 (see below):</b></p>	Less Than Significant
Caltrans Intersection Lane Vehicle Analysis: SR-111 Northbound/Jasper Road		Less Than Significant
SR-111 Northbound/Jasper Road		Less Than Significant
SR-111/SR-98		Less Than Significant
<b>Year 2035 plus Total Project (All Phases) - Roadway Segments:</b>		Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
<p><u>Roadway Segments and Intersections:</u> All Roadways and Intersections within the Jasper Road Corridor</p>	<p><b>MM CUM128:</b> Prior to the issuance of a building permit, the applicant shall pay fair share contributions (based on the proposed project's traffic volumes) for off-site roadway and intersection improvements and construction circulation element needs. Tables 5-17, 5-18, 5-19, 5-20, and 5-21 of this EIR identify fair share calculations for all of the proposed projects along the Jasper Corridor, which includes the proposed project. Prior to the issuance of a building permit for any building in the Year 2035 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the off-site all roadways and intersections within the Jasper Road Corridor and meet construction circulation element needs as referenced in Tables 5-17, 5-18, 5-19, 5-20, and 5-21, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to all roadway segments and intersections within the Jasper Road Corridor, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	Less Than Significant
Jasper Road Corridor	<p><b>MM CUM129:</b> As part of the Jasper Corridor improvements, prior to issuance of a building permit, the applicant shall pay a fair share contribution for the construction of a "clover-leaf" design to facilitate traffic in this congested area. Prior to the issuance of a building permit for any building in the Year 2035 Plus Total Project (All Phases), (1) the City shall determine the estimated cost of improving the Jasper Road corridor improvements (construction of a "clover-leaf" design to facilitate traffic in this congested area), (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the Jasper Road corridor facilities, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City.</p>	Less Than Significant

TABLE ES-1  
Summary of Significant Impacts and Mitigation Measures

Impact(s)	Recommended Mitigation Measure(s) (MM)	Significance of Impact(s) After Mitigation
<p><u>Caltrans Intersection Lane Vehicle Analysis:</u> SR-111/SR-98</p> <p><b>Border Crossing Expansion -</b> Proposed project would generate trips across the border that would result in a cumulatively significant impact.</p>	<p>No feasible mitigation identified; therefore s cumulatively significant and unmitigable impact is identified.</p> <p><b>MM CUM130:</b> Prior to the issuance of a building permit for any building in Phase II, (1) the City shall determine the estimated cost of improving roadways associated with the border crossing expansion project, (2) the City shall establish the project applicant's fair share percentage and dollar amount of such improvements, (3) the City shall establish, in conjunction with each other public agency having jurisdiction and responsibility for the affected roadway, if any, an enforceable plan or program for collection of the fair share contributions and implementation of the required improvements at the time said improvements are necessary to mitigate the proposed project's contribution to the cumulative impact to the border crossing facilities, and (4) the project applicant shall pay its fair share contribution in the amount determined by the City. Prior to the issuance of a building permit, the project applicant shall pay a fair share contribution to the City of Calexico to pay for the required roadway improvements associated with the Border Crossing Expansion Project.</p>	<p>Significant and Unmitigable</p> <p>Less Than Significant</p>

Source: BRG Consulting, Inc., 2008.